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Transit Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT ACT FOR THE GOOD OF YOUR COMMUNITY

Volume I Number 1 BERKELEY, MAY, 1958

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## TRANSIT ON THE MOVE

# Monthly Newsletter to Tell Progress On Transit Planning for East Bay

Months and even years of planning for the time when public transportation in the East Bay would be aimed directly at satisfying the wants and wishes of the rider, is starting to pay off.

A detailed, carefully constructed mass transit plan for all of the Alameda-Contra Costa Transit District is now being put together by the consulting engineering firm of De Leuw, Cather & Company. A preliminary report on their findings will be in the hands of the district directors early in July.

To make sure that the engineers know exactly what the people in the various cities and counties in the district want in the way of mass transit facilities, a special engineering advisory committee is now in the process of being organized. The committee will include planning and engineering officials from the cities and counties who will be invited to work closely with the district's consultants.

### Public Review

Once the mass transit plan is down on paper, the district will begin an exhaustive review of the proposal, presenting it at numerous public hearings, discussing it at meetings with public agencies and other interested civic groups. The directors will be finding out what people think of their future transit network, what changes should be made in the plan. It is the directors' intention to mold the plan as closely as possible around the desires and wishes of the people and yet finalize a transit plan that will be self-supporting and not require a tax subsidy of the property owners in the district to operate the transit system.

Standing out as a beacon is the general election next November when it is the intent of the directors to present the transit plan, together with any revisions that are made, to the voters of the district in the form of a proposed bond issue to buy operating equipment and commence district transit operations.

### Keep Informed

As a result of this stepped-up tempo in transit preparations, the district is launching an informal monthly newsletter to keep community leaders and other interested citizens within the district fully informed of the current progress and status in transit plannning.

The premise of the newsletter will be that a fully informed voter is an intelligent voter and will be more capable of correctly assessing the facts.

Directors of the district intend that the plan they offer to the voters next November shall provide the best transportation and the most transportation for all of the East Bay district at the lowest possible cost. The newsletter, to be called *Transit Times,* will tell over the months how the directors' intent is being carried forward.

# Transit Plan Study Begins; Report Soon

The detailed master transportation plan being drawn up for all of the East Bay transit district area by De Leuw, Cather & Company will include consideration of new express service, downtown terminals and the extensive use of freeways.

Transit district directors have agreed that these objectives are among those that should be held out in front by the engineering consultants while drawing up the transit plan.

Most immediate attention is being given to the MacArthur Freeway which so far has no provisions for loading and unloading bus passengers.

The directors have authorized J. R. Worthington, district transit consultant, to consult with the State Division of Highways to urge that the space needed for unloading passengers be built into the freeway.

The freeway would be used by the transit district as one of the principal arteries both for moving express passengers between the Oakland central business district and the San Leandro-Hayward area and as a major route in its transbay operations.

The proposed Grove-Shafter freeway is another important artery serving the Berkeley and Contra Costa County areas that the directors believe should be provided with bus turnouts.

New limited stop or express service would be superimposed on regular local routes serving downtown Oakland, Berkeley, Richmond, San Leandro, Hayward, and the central Contra Costa area.

Worthington estimates that travel time between downtown Oakland and University Ave. in Berkeley could be reduced from 35 minutes to 15 or 20 minutes, and that the time between Richmond and Oakland could be shortened from 57 minutes to 30 minutes.

The proposed bus terminals would be built in the central business district of Oakland, one in Berkeley in the vicinity of University and Shattuck Aves., and the third in Richmond, somewhere in the area of Twenty-third St. and Macdonald Ave.

The terminals could be constructed by private capital and leased by the district, according to Worthington. To help pay for themselves, the terminals would contain stores on street frontages as well as coffee shops and other commercial operations within the waiting rooms.

Worthington has informed the directors that such terminals should go far in helping to build transit patronage.

The study by De Leuw, Cather will require about five months to complete, but a preliminary report will be prepared for the directors by early in July.

## CONTRA COSTA ROUTES, BUSES UNDER REVIEW

Proposed service by the transit district in the Contra Costa County areas of Orinda, Lafayette, Walnut Creek, Concord and Martinez, is undergoing careful study.

The engineering consulting firm of De Leuw, Cather & Company is drawing up a transit plan for the area with an aim towards improving express service and load standards, increasing frequency of service and extending the existing service.

Suburban type buses are being considered, with all seats facing forward—a type of coach superior to those now in service on the lines in Contra Costa County.

## TIRES, RAILS TEAM UP

Designers of a $200,000,000 Delaware expressway through the northeastern part of Philadelphia are planning to route portions of the Frankford El rapid transit along a median strip of the superhighway. The federal government, which is paying 90 per cent of the costs, must approve the plan.

# 'The Rider' To Have Voice In Planning

Residents of Alameda and Contra Costa counties have been assured they will be given ample opportunity to help develop a suitable transit plan for their area.

Numerous public hearings and other meetings will be held before the district reaches the point of acquiring transit facilities, according to Robert K. Barber, president of the board.

The district, futhermore, will not purchase transit equipment until after a bond issue has been submitted to the voters and their views made known.

These assurances were contained in letters filed recently with the Contra Costa Board of Supervisors, Contra Costa County CIO Council, the cities of Walnut Creek and San Pablo, the Rodeo and Lafayette chambers of commerce, and the Council of Richmond Industries.

In answer to protests by these groups that the district should abandon its condemnation proceedings against part of the Key System facilities, Mr. Barber said:

"It should be recognized that this action merely sets in motion the lengthy procedure of having an impartial State agency (the Public Utilities Commission) determine the fair market value."

Whatever buses, shops and yards the district might acquire would simply be the "nucleus of a district-wide transit program."

Mr. Barber said it is "premature to speculate on the ultimate benefits or relative costs to your area should the useful portion of Key System's equipment be acquired."

The district, he explained, will soon have an engineering plan that is to help solve Contra Costa's transit problems. The study includes a determination of the most economical use of Key System equipment as well as what new equipment will be required.

Representatives of the organizations opposing the condemnation proceedings were invited to review the engineering studies in the near future and discuss with the engineers indicated transit needs of the county.

# *What the Editors Say About Transit*

Plans to design the Kensington Expressway for bus traffic as well as for private autos reflect a proper appreciation of the importance of mass transit in urban transportation.

The NFT and the city planning commission, together with The News, long have urged inclusion of bus facilities in the new super-highway. There will be no "turn-outs" along the regular roadway, as proposed, but a spokesman for the State Department of Public Works says the first section to be built will provide for bus stops on service roads away from the main traffic stream at three points along the route. The question is whether this will be enough.

Bus riders should be able to share in the benefits of modern urban arteries. Futhermore, express bus service will give the public a new incentive to make greater use of the buses, thereby contributing to a reduction of congestion and helping assure stable transit operations.

From every standpoint, the idea of expressways serving mass transit vehicles without impeding the flow of ordinary traffic makes good sense. It can't be applied too widely.—Buffalo (N.Y.) *Evening News.*

## Another Copy?

For another copy of *Transit Times* or to place your name on the mailing list for future issues, just drop a line to the Transit District in Suite C at the Claremont Hotel, Berkeley. We'll be happy to oblige.

# Horseless Buggies Take Bigger Bite

The cost of driving an automobile 10,000 miles will increase $76 this year over 1957 to a new high of $1,078.

The boost, calculated by the American Automobile Association, was based on "fairly new" lower priced cars.

Depreciation will jump from $514 to $565, the biggest single increase and the largest item in the motorist's budget. Only gasoline and oil expenses will show a decrease this year—from 2.42 cents per mile to 2.39 cents.

The association also listed these other increases: property damage, liability, fire and theft insurance, $103.40 to $116.71; license and registration, $17.68 to $19.16. Proportionate increases on a per mile basis were listed for maintenance and tires.


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**Alan L. Bingham, editor**

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## MORE PEOPLE THAN EVER

People are still flocking into Alameda and Contra Costa counties, according to the latest adding machine totals, and probably will keep it up for years to come.

Population of Alameda County as of July 1, 1957, was 873,900, which was a gain of 12,000 over the previous year. Contra Costa County's July 1 population was 356,700. This was an increase over the previous year of 11,100.

By 1970, the San Francisco Bay Area Council predicts that there will be 1,233,000 people residing in Alameda County and 659,000 in Contra Costa.

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# Transit Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT — ACT — FOR THE GOOD OF YOUR COMMUNITY

HE4200 VOL. 1, NO. 2 / BERKELEY, JUNE, 1958


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*An Editorial*

## A Strike Ends

The contract settlement recently concluded by Key System and members of the Carmen's Union was, indeed, just reason for a full sense of relief registered by East Bay citizenry, both in the interests of the convenience of the riding public and the prevention of further economic hardship to business and industry.

Yet the Alameda-Contra Costa Transit District cannot help but join with the many far thinking individuals who, as well, continue to view the transportation situation in this area with deep concern.

Because of the vital importance of public transportation to the communities and the wide public interest served by the transportation company and its employees, the Transit District over the past several weeks closely re-examined the laws under which it must operate; the exploration, as thorough as it was, failed to disclose a method by which the District could legally intervene in the labor negotiations, or to seize and operate the properties of the private transportation company.

Research into the letter as well as the spirit of the Transit District law reaffirmed that the District was created by the Legislature with but the single purpose to develop and operate a publicly owned transit system.

To this end, the Directors of the Transit District are following a charted course of action designed to attack the area's overall transit problems. The Directors have:

- Employed a widely recognized firm

*(Continued on Page 4)*

## Future Transit Needs Are Cited

Public transit is essential to the economic and social well-being of Alameda and Contra Costa counties, and must be developed to the degree it is attractive enough to induce people to leave their cars at home.

This is the considered opinion of Charles De Leuw, prominent transit engineer, who recently addressed a meeting of the Transit District's Engineering Advisory Committee.

De Leuw, president of the De Leuw, Cather & Company, internationally known consulting engineering firm, told the committee that citizens of the East Bay area as well as their elected public officials "must come to realize this fact." He added:

**Rapid Growth**

"The amazing growth of the area that is forecast for the next 30 years—about 2½ times the present population—will, by necessity, force some of the cars off the freeways and their riders into public transit vehicles."

The De Leuw, Cather firm is being employed by the District to draw up a master transit plan as the basis of a program to be offered to the voters by the Transit District in November.

De Leuw told the assembled city and county engineers that "something has to be done to get the people out of their cars and into the future trains, buses or other vehicles of the Transit District." And, he added, his firm's long-range planning for the Transit District is attempting to do just that.

"We are going into the long-range im-

plications to take care of the transit needs within the District that can still be coordinated with the planning of the Bay Area Rapid Transit District," he said.

De Leuw said, in response to questioning, that he could not conceive of an effective transit system in the long-term view without some use of rails for the rapid movement of people. But, he added, that is only a part of it. Riders still must be transported between the major rails links and their homes, he said.

The transit planner said that it is "not a hopeless task" to reverse the downward trend in mass transit use. He cited transit systems in numerous cities including Toronto, Chicago and Cleveland, where, for example, he said residents have been successfully diverted from their cars to public transit.

## Suit Against District Nearer to Decision

Efforts of the Transit District to obtain a speedy hearing and judgment in a lawsuit brought against the District by five Contra County taxpayers resulted this month in a pre-trial hearing.

The taxpayer suit seeks to exclude from the District the cities of Richmond, San Pablo and unincorporated areas of the county.

The hearing was scheduled for June 16 in the Marin County Superior Court, which was selected by both parties as neutral ground.

Contention of the suit is that the absentee ballots for the specific areas in Contra Cotsa County were improperly canvassed in 1956 when the District was created. Robert E. Nisbet, attorney for he District, said in his answering brief that the voting procedure followed by the Alameda and Contra Costa boards of supervisors was entirely in accordance with State laws.

# CITIES HELP WITH TRANSIT PLANS

Informal meetings between representatives of the Transit District and the counties and cities within its borders are being held to help develop the District's mass transit plan.

Transit consultant J. R. Worthington is meeting individually with city and county engineers to obtain first hand information on local transit needs.

The engineers are members of the Engineering Advisory Committee which recently was formed by the Transit District to serve as a valuable liaison between the District and the cities and counties.

Worthington is reviewing with the engineers the initial transit planning that will directly affect the individual cities. The conferences are giving the engineers an opportunity to participate in the planning program, and, are helping to assure that the transit plan will as closely as possible reflect the needs and wishes of the people of each locality.

Members of the committee, who were appointed by their respective agencies and met for an initial organizational meeting recently at the Claremont Hotel, include:

Olof E. Anderson, Alameda County surveyor; Lawrence R. Blair, Hayward traffic engineer; F. R. Brown, Contra Costa County deputy public works director; Robert W. Crommelin, San Leandro traffic engineer; G. Homer Hamlin, San Leandro public works director; Mark J. Hanna, Alameda city engineer; S. C. Jacka, Berkeley public works director.

Paul W. Larson, assistant Hayward city engineer; Wayne McAuley, Albany city engineer; Lawrence W. Milnes, Walnut Creek public works director; John Morin, Oakland city engineer; L. H. Taylor, Piedmont city engineer; Cosmo Tedeschi, El Cerrito public works director, and Martin Wallen, Richmond traffic engineer.

# What the Editors Say About Transit

### "CHRONICLE" NOTES GAIN IN EAST BAY TRANSIT PROGRAM

The Alameda-Contra Costa Transit District, which has been working hard and long to bring satisfactory public transportation to the East Bay, has embarked on a highly useful undertaking for the education of the voting public; an informal, monthly news letter, *Transit Times,* is being distributed to keep citizens informed and interested in the progress of transit planning.

The first number (May, 1958) reports that a detailed, mass transit plan is being prepared by De Leuw, Cather & Co., consulting engineers, with assistance from a special advisory committee which is canvassing the public's transportation needs and desires.

Thus information will be gathered toward the establishment of traffic services that will be attractive enough on the scores of speed, comfort, conveniences and cost, to win patrons away from the private automobiles that now congest the highways and demand expensive parking space.

When a transit plan evolves, it will be widely and thoroughly discussed at public hearings. The District is hopeful that such a plan, in the form of a bond issue for the purchase of equipment, may be offered to the voters in November.

This kind of procedure is wise and prudent, and highly encouraging to prospects of a publicly built and publicly operated system that will be both adequate and prosperous. The success of such a venture would inevitably promote construction of the projected Bay Area Transit system which is of such vital importance to the entire metropolitan district. It would likewise contribute to the patronage of such a system when in operation, for authorities generally agree that regional mass transit needs to be supplemented by local or feeder systems if it is to prosper and fulfill its purpose.

This newspaper, which differed with the Alameda-Contra Costa Transit District on the issue of removing rails from the Bay Bridge is heartily in accord with its aims in providing decent public transportation within its East Bay confines; we wish it speedy success and hopefully anticipate the day when its operations will be integrated with a system that serves the entire Bay Area. — *San Francisco Chronicle.*

## Merchants Transform Downtown into 'Park'

A first-hand glimpse of what it would be like to have a downtown shopping center that is traffic-free—and serenely embellished with trees, chairs, rock gardens and landscaping—was given residents of Rock Island, Ill., recently during a three-day retail merchants' sales event.

All vehicular traffic was prohibited from two central blocks which were transformed into malls for the convenience and pleasure of shoppers. Buses were diverted to two parallel streets.

A park-like atmosphere was created in the malls, replete with shrubbery and plants, benches and soft music. Free bus rides were provided during morning hours.

City officials said the "Mall Days" event, claimed a success by the merchants, served as a test for a proposed downtown redevelopment plan which would give the city a modern business area sometime in the future. The plan now calls for creation of fringe parking facilities, removal of certain paved streets and landscaping.

High school students helped conduct an on-street poll among shoppers to see if they like the shopping malls. The results, yet to be tabulated, will be used in proposed downtown revitalization plans.

# A Strike Ends

*(Continued from Page 1)*

of transportation engineers, to devise a basic and improved transit plan for the entire District which is due to be completed within the next several weeks;

• Instituted valuation proceedings with the State Public Utilities Commission to determine a reasonable market value of certain useful and necessary properties of Key System;

• Announced the District's intentions of submitting the transit plan and a bond issue to the voters in November;

• Determined that upon approval by the voters, the District will attempt to acquire the useful and necessary properties of Key System, and, together with a fleet of entirely new equipment, proceed in an orderly manner to put the plan into operation in order to provide improved, dependable transit service.

Though the District, together with the communities within its boundaries, is steadily moving forward with such planning, the likelihood of future transportation shutdowns must continue to exist until local transit operations in the two counties becomes in fact the legal responsibility of the Alameda-Contra Costa Transit District; only then will the District be in position to invoke automatic arbitration provisions given to it by the Legislature and thus prevent the very kind of emergency that so recently disrupted community life.

Until that time arrives and public transportation in the East Bay is no longer subject to periodic interruption, the Directors of the Transit District will not consider that they have fulfilled the clear mandate of the people who voted the District into being.


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VOLUME 1, NUMBER 3 — BERKELEY, JULY 1958



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# Engineers Report on Transit Plan

## New Equipment, Expanded Service at Top of List; Studies Indicate System Will Be Self-supporting

A substantially improved public transit system that can pay its own way with existing fares is the prospect for residents of the Alameda-Contra Costa Transit District.

A preliminary report by Charles E. De Leuw, consulting engineer for the Transit District, indicates that revenues at present fares may be sufficient to pay all operating expenses, provide adequate depreciation reserves, pay fixed charges on the bond issue required to activate the plan, and leave a "modest net income."

De Leuw said his estimates take into account the increased scale of wages recently granted Key System employees. Other estimates of traffic and revenues, he added, are based on a "conservative view of the probable patronage of the new and improved service."

### Express Service

In a progress report to the Board of Directors, De Leuw broadly outlined a new transit system that will include improved frequency of service, extensions and additional routes, the inauguration of express bus service, and the purchase of modern equipment.

Long range transit plans of the District must be made to serve twice the present population by 1980, he said.

New local service will be proposed in the eastern portion of Contra Costa County, the southern section of Alameda County and intermediate areas not now properly served.

De Leuw noted that the MacArthur and Grove-Shafter freeways will provide an "excellent opportunity" for rapid transit service. New express bus service between Hayward, San Leandro, Oakland, Berkeley and Richmond also would substantially improve the public service, he said.

The transit engineer contemplates a fleet of more than 600 buses, including 315 new ones. The new equipment, he said, will include all of the features required to provide the utmost in operating economy and passenger comfort. Parlor coaches with wide seats all facing forward, head rests and overhead racks will be proposed for express bus and intercity routes, he said.

All of the service operated during day

### Higher Key Fares to Have No Effect on ACT Rates

The recent application by Key System Transit Lines to increase local fares will have no effect on the rate structure of the Transit District.

Robert K. Barber, president of the District, said following the formal filing of Key's application with the State Public Utilities Commission:

"The studies of our consulting engineers show that the District will be able to provide improved and expanded service at present fares."

Before the District begins actual operation, the Board of Directors will conduct a full review of the current fare structure in order to provide economical transportation to the District's patrons.

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and evening hours can be furnished with new buses and initially, about half of the service during the morning and evening rush periods, De Leuw said. The heavier local lines will be operated with the most modern and comfortable buses containing between 48 and 50 seats. Lighter lines will be equipped with 36-seat units.

The cost of buying necessary equipment and other major properties to put the District into actual operation will not be estimated until a final report on a mass transit plan for the District is presented by the De Leuw firm early in September. A bond issue to purchase equipment will be presented to the voters in November.

### Buses Get "New Look"

Riders of a new city bus line in Detroit are getting a pleasant touch of glamour. The city inaugurated a new express run covering the seven miles from municipal outskirts to the downtown district with pretty hostesses aboard every bus.

Even the name is fancy. It's the "Imperial Northwest Express."

# District Approves 'Activation' Budget

Directors of the Transit District have adopted a budget of $270,640 which contemplates the District will be in actual transit business by mid 1959.

The District's program for 1958-59 will require an estimated tax levy of less than 1.4 cents per $100 assessed property valuation. Last year's rate was one cent.

The total budget is about $121,000 higher than last year's financing. A carryover of approximately $59,000 in unspent funds, however, will mean that only $62,000 more than last year must be raised by taxes.

The finance committee, under the chairmanship of John McDonnell, pared more than $80,000 from a preliminary budget draft before recommending it to the Board. Subsequently, on receipt of advice from officials of Alameda and Contra Costa counties, $37,000 was restored to defray election costs.

"The budget should provide for smooth transition from the current formative stage to the job of actually providing transit service in the area," McDonnell said.

Significant changes in the budget, largely attributable to preparations for actual commencement of transit operations, include:

A reserve for election costs, $37,000; legal costs of Key System valuation proceedings before the State Public Utilities Commission, $54,000; publications and information services, $12,500; general contingency reserve, $21,240, and a reserve for several new positions including a general manager, $28,600.

A committee of Directors, headed by Vice President Wm. J. Bettencourt, is currently engaged in recruiting a general manager for the District, to be hired in the near future.

In drafting the budget, it was estimated the District would be in operation by the middle of next year. A bond issue to buy necessary operating equipment will be submitted to voters in November.

## Some Used Equipment is Necessary to Operations

A proposal to purchase some used equipment when the Transit District goes into actual operation is considered by officials of the District as a sound and necessary procedure.

An exploration of the proposal was made by Robert K. Barber, president of the Board of Directors, in an open letter published recently in the Oakland *Tribune.*

In response to a similarly published letter from a private citizen who feared the plan would entail a waste of taxpayers' money, Mr. Barber said he agreed that when the District transit engineers first offered the proposal, he viewed the idea with much the same alarm.

"But on closer appraisal of the plan," Mr. Barber said, "I and other Directors came to agree with the transit experts that it would be folly if the District did not purchase some used buses along with a fleet of entirely new equipment."

The engineers pointed out, he continued, that the use of some fairly new second-hand equipment is economically sound, will minimize capital expenditures, and will thereby allow the transit system to support itself without having to fall back on a tax subsidy.

The used buses—all of them post World War II models—number less than half of the total buses proposed for the system, and can be purchased for a fraction of the price that new ones would cost, Mr. Barber said. Furthermore, an inexpensive but thorough rehabilitation and colorization program would place these used buses on practically the same level of efficiency, comfort and appearance as those being built today.

"Another reason cited by our engineers for buying some used equipment," Mr. Barber said, "is the fact that 60 per cent of transit vehicles are used for only two or three trips a day during peak hour travel. The engineers believe it would be 'economic suicide' to have all new equipment parked in the garage for most of the day and night when reconditioned equipment could be used for the same purpose almost as well.

"And finally, in my judgment, it is sound business practice to stagger the purchase of new equipment so that only a portion of it need be replaced every year. The District, otherwise, would be faced with the terrific economic burden of the entire fleet becoming obsolete at once." Mr. Barber concluded:

"I might add that the District has culled out more than half of Key System's buses as unsatisfactory for the District's use. Where we have asked the State Public Utilities Commission to determine the fair market value of Key's 276 post war diesel buses, we have omitted nearly 300 gasoline buses owned by Key as obsolete and undesirable."

## *What the Editors Say About Transit*

### S.F. 'News' Urges Cooperation With East Bay Transit Planning

The Alameda-Contra Costa Transit District is pressing forward with commendable dispatch in solving the East Bay's problems of public transportation.

Its chief concern is moving people around the district itself, but another phase is the movement of commuters across the Bay Bridge to San Francisco. There are nine million such rides a year.

It is of vital interest to San Francisco that the people who come here to work and to shop find convenient and comfortable terminals. The city recognized this with the present Ferry Building 60 years ago. Some 90,000 commuters a day arrived at and departed daily from the foot of Market Street.

No permanent terminal is going to result from the East Bay study, of course; this is a mere preliminary to the big rapid

transit show which has yet to hit the road. But San Francisco should express its interest in any plan to move East Bay buses downtown because any such arrangement will be with us in the several-year period before the major rapid transit plan materializes.

San Francisco has no concern with how the Alameda-Contra Costa district solves its purely local problems, beyond a friendly hope that satisfactory solution can be found.

But we do have a concern about that 15-20 per cent of the present Key System traffic that involves travel to the City.

In the fight to keep the rails on the Bay Bridge, San Francisco cooperated with the East Bay Transit District. Now, with that district engaged in a study on long-range transit—local and commute—that cooperation must be revived.

The East Bay study is progressing rapidly. If San Francisco is to act, it must do so now. Regrets later will not avail.—*San Francisco News.*

## Trial Date Set to Hear Lawsuit Against District

A date for trial has been set in Marin County Superior Court to determine if Richmond, San Pablo and unincorporated areas of Contra Costa County are legally part of the Transit District.

Four days beginning Sept. 16 are set aside to hear the case, which was brought against the District by five Contra Costa County taxpayers. The suit contends that absentee ballots for the specific areas in the county were improperly canvassed in 1956 when the District was created.

# Special Bus Lanes Prove Successful

An experimental bus lane to speed up the flow of transit vehicles in downtown Baltimore, Maryland, has proved a success and will become permanent.

Close traffic checks by the city disclosed during a trial period that buses, on the average, were speeded up 19 per cent by use of the special lane, and other traffic by as much as 30.5 per cent.

The city is considering exclusive lanes for buses in other congested areas. "It's just a case of unscrambling traffic and putting the cars where they belong and the buses where they should be," said a Baltimore transit official.

An eight-block stretch of curb lane was reserved for buses between 7:30 and 10 a.m., and 4 and 6 p.m. The city plans to paint diagonal stripes in the lane to designate it more clearly as a priority rush-hour path for transit vehicles.

Exclusive bus lanes also are proposed for three major downtown arteries in Ottawa, Canada, with later extension of the plan to three more streets. Motorists would be permitted to make right turns only at certain intersections.

### Another Copy?

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# Transit Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT — ACT — FOR THE GOOD OF YOUR COMMUNITY

Volume 1 Number 4 — BERKELEY, AUGUST 1958


AUG 14 1958
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## TRANSIT CHIEF NAMED

# Worthington Brings Wide Experience To District As First General Manager

The man chosen to guide the future direction of public transit in the East Bay counties must possess a proven experience in the field of transportation, and an intimate knowledge of the area's numerous and complex transit problems.

These were the principal criteria employed by Directors of the Transit District in their search for a general manager—a search that quickly and with obvious reason concluded with the appointment of John R. Worthington, widely known and regarded authority on urban transportation, both locally and throughout the State.

*John R. Worthington*

Worthington comes to the District as its first general manager equipped with solid transit experience acquired over a period of nearly 40 years. His thorough and long practical background extends into government processes and the administration of large scale operations. His postwar association with Key System Transit Lines, which he severed in 1954, has enhanced his close familiarity with the detailed transportation problems of the area so in need of prompt solution.

Vice President Wm. J. Bettencourt said of his personnel committee's unanimous recommendation: "Mr. Worthington's attributes are those we consider absolutely essential for the man who must supervise and guide the preparation of the District's new transit program and then assemble the extensive transit operation that we propose."

Further, Bettencourt noted that the new general manager "already has displayed and proven a highly competent ability" while serving the District since last March as its transportation consultant. In this capacity Worthington shared a large part in the development of a plan to improve and expand public transit in the two East Bay counties.

Worthington's reputation as an expert on transit matters wasn't created overnight. From the time he first joined Southern Pacific as a messenger in 1917, he was vitally interested and, later, directly concerned with bettering public transit.

As general superintendent of the entire bus and rail passenger operation of Pacific Electric Railway in Los Angeles, Worthington successfully managed a rehabilitation of the company's operations in the late "thirties" to meet fast-growing competition of the private auto.

In addition to his experience with the southern California transit firm—at that

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time the world's largest inter-urban railway system—Worthington gained first hand knowledge of state-wide transit as manager of the California Bus Association. The association, which he organized following his termination of service with Key System, represents 140 companies throughout California.

Of the job that lies ahead, Worthington brings to his new position a firm conviction that substantially improved public transit is a necessity if the East Bay area is to continue its great population growth and enjoy maximum prosperity.

He believes that public transit will, indeed, share a larger role in the movement of East Bay residents, but that this goal can only be attained with a revitalized and expanded operation.

Upon accepting the general manager appointment, Worthington said his first consideration will be the assurance that planning for the District is "progressive, proper, and in the best interests of the people. Our program, in addition to being highly attractive to the area's citizens, must be financially sound."

## District Readies Public Showing of Transit Plan

An illustrated public presentation of the Transit District's program for improved and expanded East Bay transit soon will be available for scheduling by organizations in the area.

Titled, "A Transit Acquisition and Development Program for the East Bay Area," the presentation includes a series of descriptive charts and a commentary by a District representative pointing out the problems of mass transportation in the area and explaining the District's development plan for meeting this need.

Letters telling of the availability of the presentation, together with a new 20-page brochure describing the District and its program, have been mailed to more than 250 civic, business, community and other clubs and organizations.

The presentation will be available free of charge beginning next month for luncheon meetings as well as for groups holding their meetings during the morning, afternoon or evening hours, including Saturdays and Sundays. Any interested group may arrange for a presentation simply by contacting the Transit District.

## Suit Involving District Is Nearer to Decision

Efforts by the Transit District to obtain an earlier date for trial of a taxpayers' suit against the District have resulted in a re-scheduling of the hearing.

The trial was advanced to August 12 from the original date of Sept. 16 in Marin County Superior Court at the request of Robert E. Nisbet, attorney for the District.

The suit charges that there was improper canvassing of absentee ballots in Richmond, San Pablo and certain unincorporated areas of Contra Costa County after the election that created the District, and it asks that those areas be excluded from the District.

# Future of Downtown Stores Tied to Transit

## Better Public Transportation Held Essential by Retailers

The fate of downtown retailing should be linked more strongly to the improvement of public transit rather than to efforts to increase parking facilities or frustrated attempts to alleviate city traffic congestion.

This was the theme stressed repeatedly in a public transit clinic held recently under joint auspices of the National Retail Merchants' Assn. and the American Transit Assn.

Throughout the one-day meeting, a distinguished line-up of speakers emphasized that downtown business relies on public transit to bring a substantial number of customers to its doors, that it is a physical impossibility for all shoppers to come by private auto, and that business men and transit companies—to insure the continued prosperity of downtown—must work together to make shopping-by-transit speedier, more convenient and more comfortable.

### Progress Stymied

As desirable as off-street parking and better traffic flow methods may be, these improvements generally succeed only in influencing more people to drive their cars downtown, thus negating the progress in clearing up parking shortages and traffic congestion.

The need for an adequate public transit system to assure an economically sound downtown was underscored by Roswell F. Thoma, president of Niagara Frontier Transit System of Buffalo, N.Y.

"Transit's job has been made difficult," he said, "by the increased number and use of private automobiles, which not only have taken away a large segment of transit's passengers, but which compete with public transit for space on the streets.

"Speed of travel for bus passengers and motorists alike is reduced, and thereby both forms of transportation become less attractive," he observed.

"Practically every responsible student of modern city life will agree that the continued growth and prosperity of our American cities as we know them today requires the encouragement of public transit use, and the discouragement of unnecessary automobile use in congested areas." He added:

"You as downtown merchants have a great stake in your local transit system. So, too, have all owners of downtown property—and the banks that hold the mortgages."

### Speedier Transit

Transit executives attending the New York City conference indicated they are keenly aware that the way to increase riders is through making public transit speedier, more comfortable and more convenient, and by coordinating public conveyance systems with private auto parking facilities located outside of the city core.

Retailers were given a gentle rebuke for their lack of active concern in good transit by E. Willard Dennis, chairman of

### Big Changes in Bus Design Planned by Manufacturers

A distinctively new bus model that will offer greatly increased eye appeal and added convenience and comfort for the passenger is being developed by equipment manufacturers.

Coach builders soon will have completed their designs and retooling for the new models, according to Jesse L. Haugh, president of the American Transit Assn.

Haugh told a public transit clinic in New York recently that progressive transit companies are alert to the need for making vehicles socially acceptable, especially with respect to women, who represent nearly two-thirds of transit riders.

"Such improvements add to the cost of a motor coach," he said. "But progressive transit managers are convinced they are worth the cost and are essential to attract new patronage."

the NRMA downtown development committee. He said:

"Strangely enough, retailers, who stand to gain the most from good public transit, have heretofore shown too little interest as a group in the whys and wherefores of an inadequate transit system. They have overlooked the decided advantages to be gained by downtown merchants through an efficient bus service and other forms of public transit."

Joseph J. Myler, a Rochester, N.Y., business executive, said that what retailers need to bring downtown is people, not automobiles.

"The plain truth is that cities cannot afford the space needed to park the cars of all the owners who prefer to drive downtown in their own cars," he said. "What we need to do is to get more persons to use the buses . . . To preserve the downtown stores, we must preserve our public transportation system.

"The greatest possible aid to retailers in their present plight is fast, comfortable public transportation at reasonable fares," he said.

## Hearing Set on Request to Withdraw from Transit District

Directors of the Transit District have scheduled Sept. 10 to hear petitions requesting exclusion of approximately 50 square miles of northern Contra Costa County from the District.

The petitions, containing 95 signatures representing the heavy industrial section of the county, contend the area will not benefit from remaining in the District. The hearing will be held at 8 p.m. at the Claremont Hotel.

# What the Editors Say About Transit

### Contra Costa Petitioners Urged To Consider Population Growth

*Reprinted from the San Francisco News:*

A group of East Bay taxpayers is circulating petitions to withdraw a 50 square-mile area from the Alameda-Contra Costa Transit District.

The area, in northern Contra Costa County, contains some heavy taxpayers. Should they be able to pull out, the District's tax base would be strongly affected.

There are a number of aspects to the problem and it is possible the petition circulators can make a case for themselves, but we think they are acting a little prematurely since the engineering plans for transit in the area haven't been completed.

The petitioners appear to be looking at transit needs as they are today and forgetting what they will be tomorrow with population doubled.

This is just one of the obstacles to be overcome before rapid transit becomes a reality, but we are confident the Bay Area will meet the challenges, one by one, as they arise.

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT — ACT — FOR THE GOOD OF YOUR COMMUNITY

Volumne 1 Number 5 — BERKELEY, SEPTEMBER 1958


# New East Bay Transit Plan Ready

## Express Bus Network, New Equipment Are Recommended; System to Cost $16,900,000, Will Be Self-supporting

A comprehensive program to improve and expand transit operations in the East Bay will be submitted to the area's citizens for their approval this November by the Alameda-Contra Costa Transit District.

The self-supporting plan, which was designed to pay for itself at a 20-cent local fare, will cost $16,900,000.

The plan proposes a network of new express routes, new local lines, the rehabilitation of more than 15 existing routes, and the purchase of a fleet of new buses of advanced design and riding comfort.

### New Terminals

Other improvements proposed for the first three years of operation include tightening schedules to provide for increased speeds; development of off-street transit terminals in Oakland, Berkeley, and Richmond, and possibly San Leandro, Hayward, Walnut Creek and Concord; construction of bus transfer stations at freeway interchanges, and provision of all-day parking facilities for park-and-ride patrons at strategic points served by the proposed express bus lines.

The extensive program will give new service to more than 100,000 residents of the District not presently served by public transit, and will afford those now using existing public transportation greater travel speeds, convenience, and substantially improved riding comfort.

### District to Reduce Local Fares To 20 Cents for ACT Operation

Local fares will be lowered from 25 cents to the former 20-cent level when the Transit District begins operations in the East Bay.

Robert K. Barber, president of the District, said the recent fare increase by Key System Transit Lines to 25 cents will have no effect on the proposed rate structure of the Transit District. He added:

"The studies of our consulting engineers show conclusively that the District will be able to provide improved and expanded service at the former 20-cent local fare."

Before the District begins actual operation, the Board of Directors will conduct a full review of existing fare structures in order to provide economical transportation to the District's patrons.

The plan was prepared by De Leuw, Cather & Company, engineering consultants, following several months of study and consultation with engineering representatives of the cities to be served by the Transit District.

Charles E. De Leuw, president of the engineering firm, stated in his final report to the District Board of Directors;

"Based on present levels of prices, wages, and fares, our studies clearly show that the transit system will be self-supporting, and that the financing of all capi-

*(Continued on Page 8)*

*An Editorial*

# Plight Of Two Cities

The recent court decision which ruled the cities of Richmond and San Pablo are not legally a part of the Transit District places future transportation services for residents of that area in grave jeopardy.

By its judgment, the court held that Richmond and San Pablo were illegally included in the District by the fact that absentee ballots for the two cities were improperly canvassed following the November, 1956, election that created the District. The Contra Costa County Board of Supervisors should have counted the absentee ballots by city instead of by Assembly district, the court in effect ruled —a procedure which may have resulted in keeping Richmond or San Pablo out of the District.

Reluctantly, the Board of Directors of the Transit District acceded to the superior court decision after determining that the interests of the entire District required that no cloud be cast over the forthcoming bond election, as would be the case if an appeal were taken.

The net result of this prolonged legal contest spurred on by self-interested groups, has been to deprive citizens of the two communities from the net benefits that undoubtedly will accrue upon activation of the Transit District. The plan of the District is to replace Key System and a portion of Western Greyhound lines with a program of new, expanded and improved local and express services with new equipment.

It is entirely conceivable as a result of the court action, that in the near future residents of the two communities may be deprived of practically all public transportation in their area; Key System, which now serves Richmond and San Pablo, is expected to end its operations when the Transit District begins service.

We believe the matter should be of vital concern to each resident, homeowner, civic official and businessman having a stake in the promising future development of the two communities; we also believe a full-scale review of what the future holds in store for public transportation in the Richmond area should be thoroughly re-examined by all responsible-thinking citizens.

East Bay residents established the District two years ago with but one primary purpose in mind—to provide the area with improved public transportation at reasonable fares. Directors of this District will continue to stand ready to do all in their power to fulfill this mandate, and to fully assist residents of Richmond and San Pablo in their future considerations of how best their area can secure adequate public transportation.


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CHANGING TIMES

## Tests Successful On Silent, Odorless Buses

Successful tests are being conducted to deodorize and silence diesel buses.

For more than two months, buses in Chicago and Philadelphia have experimented with the equipment which takes the smell and noise out of diesel combustion.

In each case when the bus moves away from the curb the surrounding air does not appear to become more tainted than before the driver started.

What amounts to an atomizer picks up air from a supercharger, routes it through a container of a chemical called Dieseline, and blows vapor into the exhaust stream. The chemical has an affinity for formaldehyde, the smelly end product of diesel combustion. Odor thus vanishes. The engine silencing was accomplished by placing a wide acoustic cushion pan underneath the bus. This keeps the sound waves from bouncing off the pavement and building up noise.

# Equipment To Give More Riding Comfort

A fleet of new equipment of latest design, styling and riding comfort is planned for use by the Transit District in both its local and express operation.

A major portion of the transbay service and the longer East Bay inter-city routes will be served by a superior design of diesel bus that is still on the drawing board.

The equipment will include wider and deeply upholstered seats with arm rests, bright modern interiors, overhead storage space for bundles, unique rear-slanting windows for wider panoramic views, and controlled overhead reading lamps.

Other comfort features include air-conditioning on buses serving southern Alameda County communities and those in central Contra Costa County, plus a substantially improved airglide suspension system which insures a smooth ride regardless of road surface conditions.

Equipment of local city service will contain many of the comfort features of the intercity buses, including wider seats, special window design to permit maximum outside vision for each passenger, new air suspension, bright interiors, and air-conditioning where applicable.

In addition to the 334 new buses, the District proposes to purchase 276 postwar buses owned by Key System, and 40 buses used by Western Greyhound Lines.

These buses will be completely modernized and refurbished. The inexpensive but thorough rehabilitation and colorization program will place these used buses on practically the same level of efficiency, comfort and appearance as those presently being built.

Equipment costs include $7,900,000 for the 334 new buses, and $3,700,000 for the acquisition of the used vehicles.

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N

*Maps show new express routes, new local service, and improvements in existing service for Oakland-Hayward area, as recommended by De Leuw, Cather & Company, consulting engineers which prepared East Bay mass transit plan. In addition to Hayward-San Leandro express, new service is proposed in Montclair, San Lorenzo Village, and Palma Ceia Plaza, Schafer Park and Tennyson Rd. in Hayward area. Improved scheduling and re-routing also are proposed for a number of other lines now operating in Oakland - San Leandro - Hayward area. New equipment will be used on all routes including transbay service.*

*New express routes, betterments in existing service, and new local routes as recommended by consulting engineers, are shown on accompanying map. Brand new equipment of superior design, styling and comfort will be used on all local, express and transbay routes for midday and evening service plus much of the service during morning and evening peak hours. New local routes and extensions of existing routes provide new or improved service for Berkeley, El Cerrito, Richmond, San Pablo, north Richmond and West Campus of the Contra Costa Junior College. However, those engineering recommendations affecting service in Richmond and San Pablo must be held in abeyance as a result of recent court decision which ruled the two municipalities were not a part of the Transit District.*

# What the Editors Say About Transit

### Hayward 'Review' Praises New Plan for Improved Public Transit

*Reprinted from the Hayward Daily Review:*

A necessary feature of the East Bay's future is outlined in an inch-thick report released last week by the Alameda-Contra Costa Transit District. With word and map it postulates a system of mass transportation that can relieve a region's dependence on the private automobile which has become a crutch tripped by the very congestion it creates.

The report at present is no more than a paper plan, awaiting its place on the ballot. Transit district directors are expected to authorize that action Sept. 16 by calling for a $16,900,000 bond issue. It will then be up to voters to transform the colored lines on the maps into bus routes and realize the promise contained in the printed text.

Although the proposed system would benefit the entire region, its treatment of the local area will be of uppermost interest to people here. They will find that it promises expanded and quicker service. New local lines will serve San Lorenzo Village, Palma Ceia, Schafer Park and Tennyson road. Express buses will be routed on the Nimitz freeways from Hayward to Oakland, and through San Leandro on East Fourteenth St.

If this is to come into being, voters must approve the bond issue. Engineers who have planned the system believe it will be self sustaining. They have even predicted a small net income after expenses.

We regard those views as possibly too optimistic, but hold that the alternative of continuing with the present inadequate service is much worse than the prospect of a moderate tax levy should one be needed to bring the type of service the East Bay desperately needs.

If residents of the two counties are to have efficient mass transportation necessary for continuing progress, they must assume the apparently small risk involved. The consistent decline of Key System service is a hobble that must be loosened.

The transit district directors are to be commended for their application to that task. They are fully justified in passing along the well thought out plan for voter decision.

## Contra Costa Region Dropped From District

Directors of the Transit District have voted to exclude from the District portions of northern Contra Costa County because residents cannot be economically served by District transit operations.

The area comprises about 50 square miles of sparsely settled ranch land as well as heavy industrial installations along Carquinez Straits.

Petitions containing 95 signatures were presented to the Board requesting the exclusion. John R. Worthington, District general manager, advised the Board an annual operating deficit of about $50,000 would be incurred in providing the area with adequate transportation.

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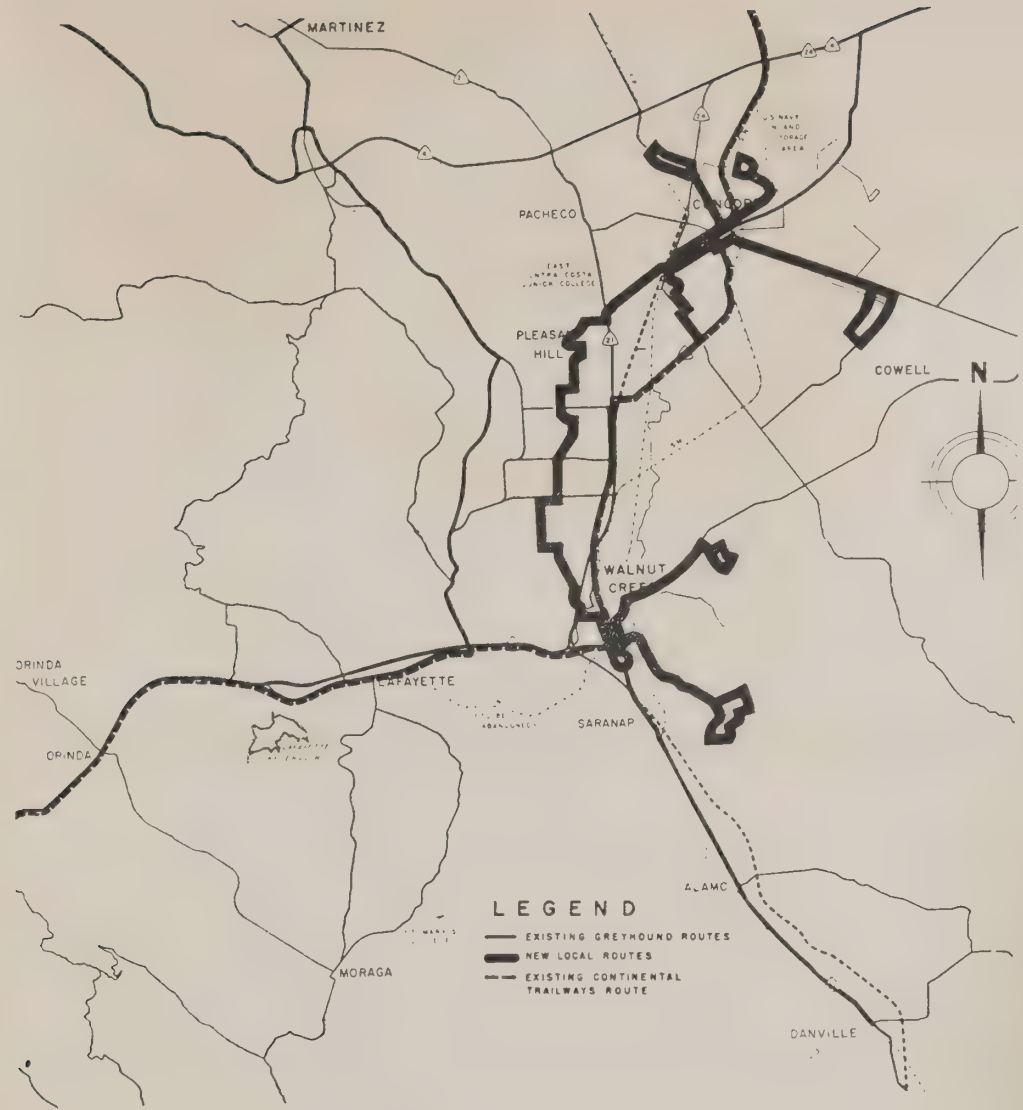


*New service in Walnut Creek-Concord area as recommended by De Leuw, Cather & Company, is depicted on above map. Local lines connect major residential areas with the principal shopping areas and business centers of Walnut Creek and Concord. New lines serve northern and southern portions of Concord, the Ygnacio Valley and southeastern areas of Walnut Creek, and the area of Pleasant Hill. New suburban equipment providing improved riding comfort and superior styling and design plus air-conditioning, will be used on all existing Western Greyhound routes which will be taken over by Transit District. Service recommended for future includes express routes to Orinda, Danville, Pleasant Hill, Concord, and to Martinez via Pleasant Hill Road, as well as additional local service in much of Central Contra Costa.*

*This is the official emblem adopted by the Alameda-Contra Costa Transit District.*

# Transit Plan Ready

*(Continued from Page 1)*

tal requirements can be accomplished without the impositon of any additional taxes."

Provisions of the plan will be placed before the voters this November in the form of a financing bond issue. The measure will appear on the ballot as Proposition "B."

Two new express routes are proposed between Berkeley and Richmond and central Oakland. Another is recommended between central Oakland and East Oakland via MacArthur Blvd. Two others extend between central Oakland and San Leandro and Hayward via Nimitz Freeway.

### Freeway Express

With the completion of the Grove-Shafter and MacArthur freeways, all of the express service will be operated largely on freeways, including the existing interurban bus routes serving central Contra Costa County.

New local service is recommended mainly in the areas of north Richmond, El Sobrante, El Cerrito, Montclair in Oakland, the Hayward area, and in central Contra Costa County including Walnut Creek, Pleasant Hill and Concord.

The bond amount of $16,900,000 incudes $13,200,000 for new equipment, storage yards maintenance facilities, plus $3,700,000 to purchase a portion of the buses currently in use by Key System and Western Greyhound lines.

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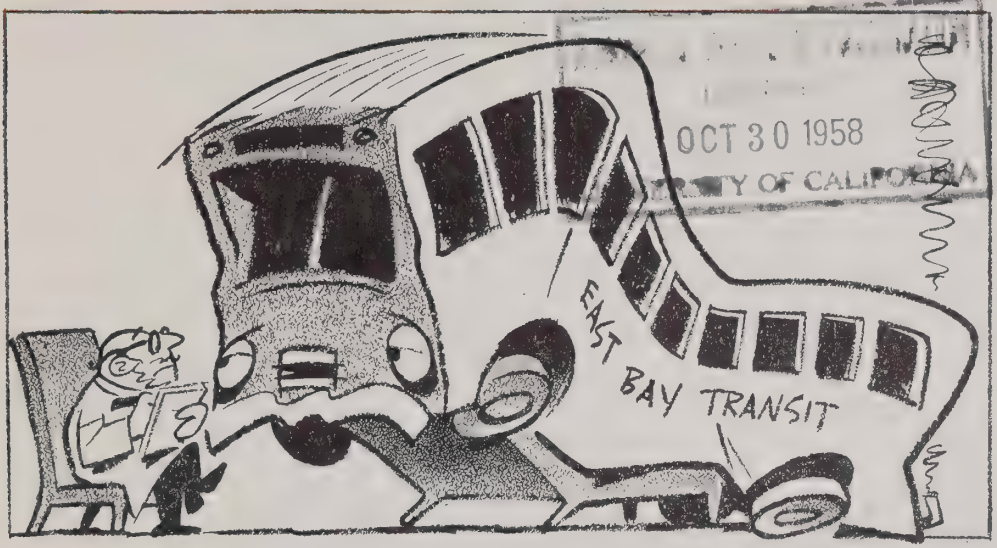
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT — ACT — FOR THE GOOD OF YOUR COMMUNITY

Volume 1 Number 6 BERKELEY, OCTOBER 1958


"Doctor, I'm sick, sick, sick!"

# Mass Transit Plan Gaining Wide Acceptance in East Bay Counties

Widespread acceptance by East Bay citizenry has greeted the Transit District's major transit acquisition and development program since its unveiling two months ago.

Business groups, improvement clubs, taxpayers' associations and labor organizations are rallying to endorse the new transit program and to support the District in its effort to improve public transportation in the two East Bay counties.

Leading the movement is the Citizens' Committee for Better Transit, which has as its general chairman State Senator Arthur H. Breed, Jr.

The committee is sponsoring the $16,900,000 transit bond issue on the Nov. 4 ballot, known as Proposition B. Proceeds from the bonds would be used by the District to replace Key System and Western Greyhound operations in the area with a substantially improved and expanded public transit operation.

Revenues from the operation will be sufficient to pay all operating costs, build up a fund to replace equipment as it wears out, and to pay off the bonds without an increase in taxes or fares, according to engineering and financial studies.

Typical extensive newspaper support of the transit program is a recent editorial comment of the *San Leandro Morning News*. The paper stated, in part, as follows:

*(Continued on Page 8)*

*An Editorial*

# Bonds and Taxes

A basic distinction should be drawn between a bond proposal as advanced by a school district or municipality, and the bond issue that has been placed on the November ballot by the Alameda-Contra Costa Transit District.

The difference — of vital importance to home owners and businessmen — is one of tax support.

When voters must consider school or municipal bond measures, they can be certain that the bonds will be paid entirely from one source — taxes.

The transit district, on the other hand, will have at its disposal revenue not available to school districts or municipalities. This revenue is the fares which riders will pay when they use the transit system, conservatively estimated at approximately $13,000,000 a year.

Engineering and financial studies have determined that this revenue will be sufficient to pay all operating costs, build up a fund to replace equipment as it becomes obsolete, and to pay off the bonds without an increase in fares or the imposition of additional taxes.

This means that property owners in Alameda and Contra Costa Counties, who already carry a sizeable tax burden, can be assured the transit district bonds will not represent another tax lien against their property.

As we have said, the difference between school and transit district bonds is basic; it is one that voters should bear in mind when they go to the polls Nov. 4 to weight the district's program to expand and improve public transit operations in the two East Bay counties.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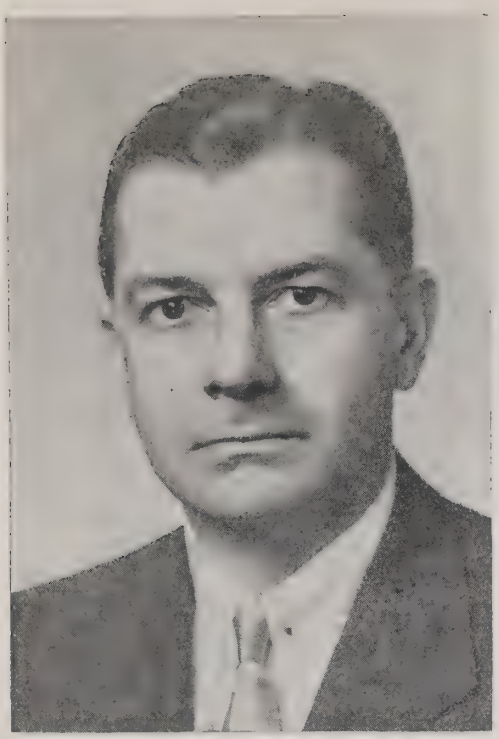
## 17 Seek Election To Transit Board

Seventeen candidates including six incumbents are seeking election to the board of directors of the transit district on the Nov. 4 general election ballot.

All seven positions on the board are up for election.

A wide-open contest has centered on Ward I, representing Berkeley, El Cerrito and parts of central Contra Costa County including Walnut Creek. Robert K. Barber, president of the district and incumbent of Ward I, filed to run for director at large, which is being vacated by Director Clair W. MacLeod.

Candidates filing for the vacancy in Ward I were William H. Coburn, Jr., 58



*Clair W. MacLeod*

San Mateo Rd., Berkeley, an attorney; Richard J. Mitchell of 1170 East Elmwood Dr., Walnut Creek, professional engineer, and Thomas G. Paulson, 2611 Brooks Ave., El Cerrito, realtor.

Filing for the two positions of director at large, in addition to Mr. Barber, were Col. Robert M. Copeland, incumbent director of 80 Norwood Ave., Kensington; Eugene P. Cadenasso, account executive of 80 Vernon St., Oakland; Herbert B. Kincaid, jeweler of 1815 Hopkins St., Berkeley, and Edwin C. Perrin of 5834 Moraga Ave., Oakland, a newspaperman. Mr. Barber, an attorney in San Francisco, resides at 262 Yale Ave., Kensington.

Other candidates are as follows:

Ward II—J. Howard Arnold, 1058 Pomona Ave., Albany, incumbent, and Neal Higgins, 1785 Live Oak Ave., Concord, industrial training director.

# MacLeod to Retire; Cites Plan to Improve Transit

Clair W. MacLeod, East Bay civic leader who led formation of the Transit District and served as its first president, will retire from the board the end of this year.

MacLeod, a practicing attorney in San Francisco and former mayor of Piedmont, said the demands of business together with other public responsibilities forced him reluctantly to leave the board.

Long concerned over transportation problems of the Bay Area, MacLeod also is a director and president of the five-county San Francisco Bay Area Rapid Transit District.

MacLeod is the only member of the transit board not seeking re-election.

In announcing he would not seek re-election, he said he has devoted his "best efforts" to the formation of the two-county district for more than five years.

"With the presentation of the bond issue to the public in November, the people of Alameda and Contra Costa Counties finally will have the opportunity to provide themseves with better public transportation," he said.

Ward III — John McDonnell, 5109 Cochrane Ave., Oakland, incumbent, and William S. Billings, 1210 Seventh St., Berkeley, manager of East Shore Lines.

Ward IV—Wm. J. Bettencourt, 1213 Estudillo Ave., San Leandro, incumbent, and John T. Muldowney, 1980 Harrington Ave., Oakland, Southern Pacific switchman.

Ward V—Paul E. Deadrich, 2348 Second St., Hayward, incumbent; Marvin T. Maynard, 19741 Louise Court, Castro Valley, salesman, and Clyde W. O'Callaghan, 17049 Via Cielo, San Lorenzo, a Southern Pacific switchman.

# District Plans New School Bus Service

A plan that would allow school districts to maintain adequate standards of school bus transportation and at the same time provide them with substantial tax savings is being developed by the Transit District.

The plan, as conceived by John R. Worthington, general manager of the District, would relieve school districts in Alameda and Contra Costa counties from a large part of the financial burden of providing transportation to school children.

Under a simple but unique arrangement, the Transit District would operate special bus routes as requested by the school districts, and collect a 5 or 10 cent fare. The difference between collected revenues from the service and the costs of operating would be made up by the school districts.

### Costs Distributed

"Our program would allow school districts to transfer some of the cost of the service to those who use it," Worthington points out, "yet the fares would be sufficiently low so as not to represent a financial burden for the parents whose children use the service."

At present, school districts contracting for school bus service must pay the entire expense. Otherwise, private carriers must obtain a certificate from the State Public Utilities Commission and then charge a fare high enough to cover all operating expenses without school support.

The service could be started with the beginning of the school year in September, 1959, providing the Transit District gets into operation. Operation of the District depends upon approval of the $16,900,000 bond issue to purchase equipment and other facilities at the Nov. 4 election.

Letters have been mailed to school officials and nearly every parents' club and PTA organization in the District, advising them of the availability of the Transit District school bus service.

The Board of Directors of the Transit District has given the school bus program its full support, and has advised Worthington to begin discussions with East Bay school districts regarding individual transportation needs and other details of the proposed service.

# New ACT Bulletin Gives Facts on Transit Plan

Critical traffic congrestion and additional millions spent for freeway construction will be required if public transit continues along its downhill road in the East Bay.

Population in Alameda and Contra Costa counties is rising at a tremendous rate. By 1965, streets and highways will become seriously clogged unless more people ride public transit.

Riders cannot be expected to return to public transit, however, until its services are revitalied, speeded up and expanded, and made attractive, comfortable and convenient.

The Transit District has readied for action a major transit acquisition and development program which it believes will draw people back to public transportation.

These prospects are revealed in an information bulletin, issued by the District, which answers a series of questions about East Bay transit needs. Copies are available at the District offices.

In announcing the new bulletin, John R. Worthington, general manager, said the District feels a "great obligation to inform people of the East Bay about the District's transit program so vital to the future of the two-county area."

*New, air-conditioned motor coaches of advanced design, styling and riding comfort are planned by Transit District for expanded and more frequent transit operations in two East Bay counties. Artist sketch shows new suburban type bus in front of freeway interchange waiting station. District proposes construction of similar stations at numerous freeway express transfer points.*

# Air-Conditioning Tops New Bus Comforts

A new kind of air-conditioned motor coach people will find pleasurable to ride, plus faster and more convenient service, should turn the tide on dwindling East Bay transit patronage.

Air-conditioning, which has proven a success on long-haul bus service, will be used for the first time on the Pacific Coast by the Alameda-Contra Costa Transit District for transit and suburban travel.

New equipment for the East Bay also will include wider and deeply upholstered seats with arm rests, bright and colorful interiors, greater spacing between seats, overhead storage space for bundles, special window design to permit maximum outside vision for each passenger, a substantially improved airglide suspension system which insures a smooth ride, and fast acceleration.

Charles E. De Leuw, internationally recognized transit engineer whose firm recently completed a mass transit plan for the District, believes this new approach to encouraging public transit riding will reverse today's downward trend in the number of riders using existing East Bay transportation facilities.

A 5 percent drop in Key System riders over the last two years can be fully "offset by the increase in traffic which we predict will result from the substantially improved transit service recommended," De Leuw said. He predicted another increase of 3 percent in riders during the second year of district operation.

"Increased patronage which will inevitably result from the vastly improved service proposed will improve the financial picture from year to year," he said.

Crippling traffic congestion on streets

*(Continued next page)*

*Coordination of future high-speed interurban and local transit to be provided by San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District is shown on map. Three heavy lines fanning out into two East Bay counties from central Oakland are route locations proposed for five-county rapid transit district by recent engineering study. These fast, arterial routes could be in operation by 1968. The thinner lines show local bus transit routes that would be operated by two-county Alameda-Contra Costa Transit District, providing essential local network, and feeder service to rapid transit stations.*

*(Continued from Page 5)*

and freeways, as a result, would be partly eliminated; residents, who could move about the East Bay with greater convenience and comfort, would benefit, and downtown business and property values would expand, he said.

The heavily populated region in Alameda and Contra Costa counties, in turn, would become better places in which to live and work, according to the noted engineering consultant.

The extensive transit program proposed will give new service to more than 100,000 residents of the two-county district presently served by transit.

The fleet of new equipment of latest design and styling will be used on all district lines. A major portion of the transbay service and new East Bay inter-city express routes will be served by the superior design of diesel bus that is still on the drawing board.

In addition to 334 new buses, the district proposes to purchase 276 postwar buses owned by Key System, and 40 buses used by Western Greyhound Lines.

These buses will be completely modernized and refurbished. The inexpensive but thorough rehabilitation and coloriza-

# Rapid Transit District Supports ACT Plan

Major East Bay transit improvement plans of the Alameda-Contra Costa Transit District have been endorsed by the San Francisco Bay Area Rapid Transit District.

Directors of the five-county rapid transit district adopted a policy statement that stressed the complementary nature of the two districts and underscored the fact the two districts should work together for improvement of public transit.

The two-county transit program will be submitted to the voters of the district at the November election in the form of a $16,900,000 bond issue to purchase new equipment and other facilities. It will appear on the ballot as Proposition B.

Engineering and financial studies have determined that the bond issue will provide necessary funds without an increase in taxes and at lower local fares.

### Back to Transit

John R. Worthington, general manager of the East Bay district, said that in supporting the two-county program the rapid transit district has "materially helped to speed the day when people will leave their cars at home in favor of a fast, comfortable and convenient public transit operation."

The transit official added that the action of the rapid transit district emphasizes the strong need for improving local East Bay transit now.

In full agreement with directors of the five-county district, Worthington said that only by an immediate highly developed East Bay transit operation can the necessary traffic be built up and assured when the rapid transit district gets into operation 7 to 10 years from now.

"Passage of the two-county district's $16,900,000 bond issue at the November election will benefit the 1,250,000 residents of the district almost immediately and help to build up transit patronage for the future rapid transit lines," he said.

### Two Districts

The two transit districts were created to solve different problems of public transportation. The five-county rapid transit district aims to provide a regional system of interurban rail rapid transit. The function of the two-county district is to provide greatly expanded and improved express and local bus transportation in the East Bay. The district also will provide interim transbay express bus service until the five-county high speed rail system is in operation.

Engineers of the two-county district firmly believe that new buses of advanced design and riding comfort, plus new and improved service that is planned by the district, will reverse the downward trend in East Bay transit patronage.

"It has been evident for some years that a public transit operation capable of attracting riders will not be provided by existing private companies," Worthington said.

Worthington said that with passage of the bond issue, the two-county district could be in operation by the middle of next year.

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*(Continued from Page 6)*

tion program will sufficiently improve these buses to augment the new equipment during rush hour service.

Equipment costs include $7,900,000 for the 334 new buses, and $3,700,000 for the acquisition of the used vehicles. The remaining $5,300,000 of the bond issue amount will be used to acquire bus maintenance and storage terminals in Emeryville, East Oakland, Richmond, Hayward and Concord.

# Plan Acceptance

*(Continued from Page 1)*

"The *Morning News* believes that the program of the Alameda-Contra Costa Transit District is sound — more than sound, it is vitally essential — and urges voters to give the bond issue better than the two-thirds majority it requires for passage."

Senator Breed recently told the Board of Directors of the Transit District that East Bay citizens demanding better transit are in their "golden hour."

"Right now people of the two East Bay counties have the chance to vastly improve their public transportation and make their communities a better place in which to live," he said.

"This program for improved transportation is tremendously important for the residents of these counties."

**Sponsored District**

Breed, who is retiring from the State Senate after 24 years of public service, has long been identified as one of California's foremost authorities on highway legislation. He sponsored the legislation which permitted residents of Alameda and Contra Costa counties to establish the Transit District two years ago.

Breed said he accepted the citizens committee appointment with a "firm conviction that East Bay highways must be augmented by an up-to-date and progressive transit operation that the people will ride if our cities and surrounding communities are to prosper.

"Public transit facilities have critically deteriorated over the past years," he observed.

# State PUC to Determine Value of 276 Key Buses

The State Public Utilities Commission has agreed to set a price on specific Key System properties the transit district seeks to acquire.

The commission denied all of Key's objections to a district petition which asked the PUC to fix the value of 276 postwar Key buses, division terminals in East Oakland, Emeryville and Richmond, and other minor property and equipment.

The district's petition passed over some 300 gasoline buses owned by Key because of their obsolescence.

**Hearings Planned**

Commission engineers are expected to take several months to compute the property values. Then a public hearing will be held. Both the district and the company will be able to present testimony about the accuracy of the engineers' evaluation.

Once the PUC fixes the just compensation after the hearing, the amount is not subject to review or change in court. Key System may, however, force a court decision on the district's power to condemn the privately owned company.

Transit directors have announced they will go to court to condemn the specific Key properties if the company refuses to sell voluntarily.

Appraisers employed by the district's engineering consultants have valued the 276 Key buses at $3,300,000, and the land, buildings and other Key equipment, at $3,800,000.

Severance damages to Key System also will be included in the PUC valuation.

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Transit Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT ACT FOR THE GOOD OF YOUR COMMUNITY

Volume 1 Number 7 BERKELEY, NOVEMBER 1958

## 'A FRESH APPROACH'

# District Begins Work on Reshaping Transit Program for New Bond Issue

Sometime within the next 12 months the Transit District expects to offer East Bay citizens a revised program to replace the area's deteriorating transit service with an up-to-date and progressive transportation system.

No sooner were returns of the recent transit bond election compiled than Robert K. Barber, district president, stated a revised bond measure should be submitted to the voters.

Results of the bond election confirmed that a majority of residents in Alameda County favor an improved transit service operating as a publicly-owned district, Barber said.

Despite a political climate in which few bond measures in the area were adopted, the $16,900,000 bond proposal received a 60 per cent favorable vote in Alameda County.

**New Boundaries**

In central Contra Costa County, only 39 per cent of those voting favored the proposal. As a result, directors of the District have indicated they favor the exclusion of central Contra Costa County from voting on a future bond election.

General Manager John R. Worthington has been instructed to begin studies leading towards the necessary legislative changes in the transit district law that would be required for this exclusion.

The district's basic transit plan, prepared by De Leuw, Cather & Company, will be revised to conform to new service boundaries.

In its revisions, the District will closely confer with civic, business, and industrial groups and municipal agencies to assure the transit program is in close harmony with the wishes of the people.

"Every effort should be made to bring into our planning the various citizens' groups that have shown their intense interest," Barber recntly told the Board of Directors, "so that in the shaping of our program they will have a large part in forming a policy and program that would provide in their eyes the most benefit to our citizens and voters."

**Objections Eliminated**

Barber and other directors believe another bond issue should be approached on an "entirely fresh basis, eliminating any feature which might have been found objectionable."

Directors have authorized a public opinion poll to determine specific objections to the transit plan that influenced voters against approving the program by the necessary two-thirds vote.

The District plans to continue with its current condemnation suit against Key System, now before the State Public Utilities Commission. The PUC decision is expected to assure acceptable values so far as any purchases or contracts that might be made in connection with any of the company's properties.

*An Editorial*

# Election Analysis

A SIGNIFICANT factor in the recent defeat of the $16,900,000 transit bond issue was the re-election of incumbent transit directors by substantial margins.

This was an election year in which return of the incumbent was the exception —not the rule. Yet, these elected district officials, whose proposed bond issue was turned down by the voters, received an overwhelming vote of confidence.

An analysis of the election results strongly indicates that reasons for the defeat of the bond measure must therefore be found other than in general disapproval of the directors' transit program. First of all, a landslide re-election victory was accorded the directors who were responsible for the program; and, secondly, more than half of the voters in the District showed they favored the transit proposal.

Probably there are a number of reasons why the bond measure failed to receive the necessary two-thirds majority vote for passage. A public opinion poll to be conducted by the District should uncover some of these reasons. General reluctance to vote bonds, as evidenced by the defeat of most all bond measures in the two East Bay counties, undoubtedly was a large contributing factor.

To resolve objectionable features of the plan, the District is preparing to meet with numerous organizations in an endeavor to learn whether there may be possible revision that would better serve the individual cities and unincorporated areas of the District.

With greater community participation and more opportunity in which to acquaint the people with the revised transit program, directors of the District believe voters will favor a future bond issue with the necessary two-thirds vote.

The directors are satisfied, in view of the election, that to abandon their efforts to develop an adequate public transit system would amount to gross disregard of majority opinion and would serve only to compound the multiple transit problems of the growing East Bay area.

Progressive public transit—an essential ingredient to overall progress and development of the East Bay—is the goal district directors have renewed their pledge to attain. They will need the assistance and thoughtful consideration of the entire citizenry of the District to accomplish this task.


*Transit Times*

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Suite C, Claremont Hotel
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Telephone THornwall 5-6610

Alan L. Bingham, Editor



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| Wm. J. Bettencourt | Vice President |
| John R. Worthington | General Manager |
| Robert E. Nisbet | Attorney-Secretary |
| George M. Taylor | Administrative Officer |

**Directors**

| | |
|---|---|
| Robert K. Barber | Ward I |
| J. Howard Arnold | Ward II |
| John L. McDonnell | Ward III |
| Wm. J. Bettencourt | Ward IV |
| Paul E. Deadrich | Ward V |
| Robert M. Copeland | Director at Large |
| Clair W. MacLeod | Director at Large |

# Board Adopts Outline For District Planning

A committee report setting forth areas of study regarding a future course of action for the Transit District was adopted at the November meeting of the Board of Directors.

The report was submitted for approval by the Committee on Program Planning, headed by President Robert K. Barber.

The need to re-evaluate the transit plan in order to give full recognition to the desires of all areas of the District as recently expressed by the voters on the bond issue was stressed by Barber in presenting the report.

While Contra Costa County voters as a whole rejected the plan, for example, the outcome in Alameda County was otherwise, with a 60 per cent favorable vote achieved, he noted.

"The committee was unanimous in its opinion that the Alameda County vote implied strong support for the District's overall approach to the transit problem in the East Bay, and that the outcome could have been even more favorable had the election been held at another time when fewer measures were competing for the attention of the voters," Barber said.

The committee recommended the general manager should submit proposals along the following course of action:

"Possible amendments to the transit district law at the next session of the Legislature to conform with indicated desires of Contra Costa County;

"Revisions of the transit plan, including finacing, to more nearly meet the desires of the East Bay areas;

"Organization of citizen advisory groups to help shape district plans, and

"Submission of a modified program and financing to the voters at the earliest practicable opportunity."

The report was prepared by Directors Wm. J. Bettencourt, Paul E. Deadrich and John L. McDonnell in addition to Barber.

# What the Editors Say About Transit

### Bond Defeat Considered Setback To Needed Transit Improvements

*Reprinted from the San Francisco Call-Bulletin:*

One dead pigeon riddled by Tuesday's ballots is a corpse which concerns San Francisco, although San Franciscans didn't vote on it.

This is the Alameda-Contra Costa Transit District bond issue of $16,900,000, which failed to gain a required two-thirds majority and on which hinged the development of the District as a going concern.

This not only is a setback for the development of adequate mass transit in the East Bay, but it may well prove to be at least a psychological obstacle in the way of bringing to reality the five-county San Francisco Bay Area Rapid Transit District of which this city is a member.

And if a continued decline of East Bay transit facilities forces commuters in growing numbers to take to their autos, it will aggravate to a certain degree San Francisco's traffic problems.

The bay area district has a tough job on its hands at best, and the failure of the transit bonds has made it all the tougher.

## Another Copy?

For another copy of *Transit Times* or to place your name on the mailing list if you are not already regularly receiving a copy of the monthly newsletter, just drop a line to the Transit District in Suite C at the Claremont Hotel, Berkeley. The District will be pleased to oblige.

# Voters Return Transit Directors to Office

Transit district directors seeking re-election on the Nov. 4 ballot were returned to office by sizeable majorities.

In Ward 1 where no incumbent was running, Berkeley Attorney William H. Coburn, Jr., held a 900 vote lead in the complete unofficial tally. This ward represents El Cerrito, Kensington, and portions of Berkeley and central Contra Costa County.

Directors returned to office were:

Robert K. Barber and Robert M. Copeland, At Large; J. Howard Arnold, Ward 2; John McDonnell, Ward 3, Wm. J. Bettencourt, Ward 4, and Paul E. Deadrich, Ward 5.

### Four-year Terms

Directors Copeland, McDonnell, Bettencourt and Deadrich, on the basis of vote cast, were elected to four-year terms. The other three directors received two-year terms.

The new board will be seated and its officers elected next January.

Director Clair W. MacLeod did not seek re-election, but retired from the board due to other public responsibilities. He currently is president of the five-county San Francisco Bay Area Rapid Transit District.

Complete unofficial returns showed the following vote:

AT LARGE

| | |
|---|---|
| Robert M. Copeland | 204,364 |
| Robert K. Barber | 176,740 |
| Edwin C. Perrin | 80,006 |
| Eugene P. Cadenasso | 61,271 |
| Herbert B. Kincaid | 44,163 |

WARD 1

| | |
|---|---|
| William H. Coburn, Jr. | 26,080 |
| Richard J. Mitchell | 25,180 |
| Thomas G. Paulson | 6,889 |

WARD 2

| | |
|---|---|
| J. Howard Arnold | 20,920 |
| Neal Higgins | 8,319 |

WARD 3

| | |
|---|---|
| John McDonnell | 40,588 |
| William S. Billings | 19,000 |

WARD 4

| | |
|---|---|
| Wm. J. Bettencourt | 51,396 |
| John T. Muldowney | 20,959 |

WARD 5

| | |
|---|---|
| Paul E. Deadrich | 40,527 |
| Clyde W. O'Callaghan | 15,349 |
| Marvin T. Maynard | 8,998 |

## Another Special Lane for Buses Prove a Success

An experimental rushhour bus lane on a five-block section of main thoroughfare in downtown Baltimore has become permanent. It was the sixth exclusive bus lane to be made permanent in the Maryland city.

Buses of the Baltimore Transit Company have been able to shave two minutes from their running time along the street because of the priority lane.

The lane has also expedited the flow of all other vehicles. The thoroughfare, Paca Street, is a one-way five-lane artery.

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# Transit Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT — ACT — FOR THE GOOD OF YOUR COMMUNITY

Volume 1 Number 8 — BERKELEY, DECEMBER 1958

*William H. Coburn, Jr.*

## William Coburn Is New ACT Director

William H. Coburn, Jr., Berkeley attorney and civic leader, has been elected a new member of the Transit District Board of Directors.

Coburn represents Ward I of the District which includes El Cerrito, Kensington and portions of Berkeley and Central Contra Costa County.

His election fills a vacancy on the Board created by the decision of Director Clair W. MacLeod not to be a candidate for re-election.

The six incumbent directors who sought re-election were returned to office by substantial majorities.

President Robert K. Barber welcomed

*(Continued on Page 3)*

## Downtown Faces A Transit Crisis

The importance of convenient, comfortable and attractive public transit serving the downtown business area was emphasized by George M. Taylor, ACT administrative officer, in a recent speech before the Kiwanis Club of Richmond.

"Downtown would really wither away if it were suddenly deprived of public transit facilities," Taylor told the Richmond audience. "And it may happen in some communities—if all downtown interests do not recognize that pubic transit is the problem, and the hope, of all downtown.

"If public transit remains the political football it too often has become; if public transit continues to be starved and strangled — then downtown will not be coming to grips with its real problem no matter how many millions or even billions it may spend on other solutions," he said.

The transit official stressed that traffic congestion in downtown areas such as Richmond is more devastating than the mere inconveniencing of auto drivers.

"Through the damage it does to transit—and that includes the passenger as well as the transit system—traffic congestion precipitates a chain reaction which is disastrous to the entire community."

"As transit's product — the ride — is slowed down by congestion, passengers abandon it for their own cars. The congestion then grows worse, and spreads the damage to other businesses as well.

*(Continued on Page 4)*

# District Studies New Transit Boundaries

Legislation directed at excluding Central Contra Costa County from voting on a future transit bond issue has been authorized by directors of the Transit District.

The board has directed General Manager John R. Worthington to meet with East Bay legislators and work out necessary amendments to the Transit District Law to be introduced into the State Legislature in January.

Working closely with Worthington will be Board President Robert K. Barber, a prominent attorney in San Francisco, and Robert E. Nisbet, attorney for the District.

No specific changes to be sought in the law were approved at the Board's December meeting.

But a report by President Barber, chairman of the Committee on Program Planning, indicated two alternatives—either liberalizing way areas can be excluded from the District or setting up a special service zone within the District.

Under the second alternative, residents living within the special service zone would vote on a future bond issue, and only these residents would be served by the District. Other areas in the District could easily annex to the special service zone at a later date.

The recent $16,900,000 transit bond issue received only a 40 per cent favorable vote in Central Contra Costa County as compared to more than 60 per cent in Alameda County.

The proposed legislation will be submitted to the Board of Directors for approval before it is introduced into the Legislature.


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Paul E. Deadrich . . . . . Ward V
Robert M. Copeland . . Director at Large
Clair W. MacLeod . . Director at Large


## Transit Headquarters To Move in January

Headquarters of the Transit District will be moved from the Claremont Hotel to downtown Oakland.

Directors voted during their December meeting to move district offices to the Plaza Building at 506 - 15th Street, effective approximately January 15.

The regular monthly board meeting scheduled for January 20, however, will be held at the Berkeley hotel.

District offices have been at the Claremont Hotel since September, 1957. Upon the recommendation of General Manager John R. Worthington, following an extensive survey, the shift was advised by Vice President William J. Bettencourt, chairman of the Committee on Administrative Planning, as a more central location with more suitable office space.

### More Information?

A note or phone call to the Transit District will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter. The District also can make available speakers and a 25-minute film on transit to organizations.

*Clair W. MacLeod, right, East Bay civic leader who guided formation of Alameda-Contra Costa Transit District, is honored upon retirement from transit Board of Directors. MacLeod, who also is president of San Francisco Bay Area Rapid Transit District, did not seek re-election to East Bay transit post because of numerous other public responsibilities. Presenting MacLeod with a traveling bag from fellow directors are Director Robert M. Copeland, left, and President Robert K. Barber.*

# MacLeod Retires; Coburn Elected Director

*(Continued from Page 1)*

Coburn's election to the Board as a valuable contribution to the planning of the district's transit program.

Born in Berkeley, Coburn has been active in numerous civic, business and school affairs of the community. He is a graduate of Hastings College of Law.

Among his many civic activities, Coburn is president of both the Berkeley-Albany Bar Association and the Berkeley Exchange Club, and is a director of the Berkeley Chamber of Commerce. He formerly was vice president in charge of the chamber's committee on taxation and legislation.

Coburn has been active in efforts to secure improved local transportation, and has served on several community-wide committees that dealt with problems of improved public education and those relating to mental health.

For a short period while a resident of Albany he served on an advisory committee to the Albany Board of Education.

# Transit Held Essential to Richmond Business Growth

*(Continued from Page 1)*

"For, as congestion grows worse, more and more people shun downtown. They refuse to brave the time-consuming, nerve-jangling traffic jams and refrain from entering the central business district, either by transit or in their own cars.

The city's core loses business to places more readily accessible. Property values deteriorate in the municipality's highest land value area, and taxes to pay for vital city services must be shifted proportionately to the home owner.

"Traffic congestion affects everyone in the city," Taylor said. "It is a community problem. Its solution is the responsibility of community leaders.

**Business Responsibility**

"Businessmen especially have a major responsibility, since they have the largest stake in restoring freedom of movement on streets giving access to their establishments."

Taylor said that it is not difficult to get people to say they would rather spend $75 a year coming downtown by public transit than spend $326 a year by private car.

"But they still will use their cars until public transit is made easier, more convenient, and more comfortable."

"The fact that the people did create the Transit District by their vote, and the fact that a majority did vote for the recent bond issue, can be taken to mean that the day is not far off when the District will be in operation, and will be providing transit service to any and all areas which have awakened to the need and have worked cooperatively to achieve the beneficial results which follow."

"I firmly believe that some day, all the major population centers must come together in attacking the common problem of transporting masses of people from where they are to where they want to go.

"To accomplish this, it is paramount that the Cities of Richmond and San Pablo must eventually become a part of the East Bay metropolitan transit district.

"To this end," Taylor said, "I believe it is time for us to sit down together, now that we are in the relative calm that follows the storm, to map out the long-range approaches."

## Air-conditioning Boosts Transit Patronage on St. Louis Buses

ST. LOUIS. — Air-conditioning has proved highly successful in building up patronage on buses of the St. Louis Public Service Company.

Records show that air-conditioning produced an average increase of 12 per cent in new transit customers on the lines so equipped, according to John C. Baine, president of the system.

In terms of revenue, the air-conditioned lines have produced a 16.4 per cent daily average increase during the summer months. A 10 per cent increase has been maintained throughout the year, Baine added.

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